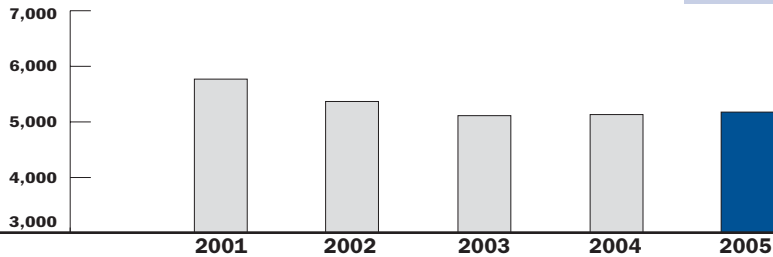


Number of Collisions Involving Bicyclists or Pedestrians Increases Slightly

- In 2005, the number of injury and fatal motor vehicle collisions involving bicyclists or pedestrians varied little from the totals reached in each of the two years preceding. The 5,175 pedestrian and bicycle collisions reported throughout the Bay Area in 2005 represent an increase of just 50 collisions compared to 2004. Each year since 2002, there have been fewer than 5,500 injury or fatal motor vehicle collisions involving bicyclists or pedestrians.
- Fatal collisions were five times more likely to involve pedestrians than cyclists. This is similar to years past, and reflects the fact that walking is a more common form of transportation than bicycling. In 2005, there were 105 fatal collisions involving pedestrians and 17 fatal collisions involving bicyclists.
- The 5,175 injury and fatal collisions involving pedestrians or cyclists represent 15 percent of the 33,623 injury and fatal motor vehicle collisions that occurred in 2005 (see previous section). But the 122 fatal collisions involving pedestrians and cyclists represent a disproportionate 28 percent of all fatal motor vehicle collisions.
- These data include only motor vehicle collisions reported to law-enforcement authorities. There may be a significant number of injury collisions involving pedestrians and cyclists that are not reported.

Injury and Fatal Motor Vehicle Collisions Involving Pedestrians or Bicyclists, 2001–2005

	Collisions					Percent Change	
	2001	2002	2003	2004	2005	2004–2005	2001–2005
Collisions Involving Pedestrians							
Injury Collisions	3,080	2,910	2,740	2,648	2,677	+1%	–13%
Fatal Collisions	103	111	104	100	105	+5%	+2%
Subtotal	3,183	3,021	2,844	2,748	2,782	+1%	–13%
Collisions Involving Bicyclists							
Injury Collisions	2,566	2,321	2,254	2,357	2,376	+1%	–7%
Fatal Collisions	20	19	14	20	17	–15%	–15%
Subtotal	2,586	2,340	2,268	2,377	2,393	+1%	–7%
Total Involving Bicyclists or Pedestrians	5,769	5,361	5,112	5,125	5,175	+1%	–10%



Source: California Highway Patrol

A Closer Look – In the absence of better data about how much people are walking and bicycling in the Bay Area, we can look for patterns based on population by jurisdiction. As with data on all collisions, there appears to be a strong correlation between population rank and rank in pedestrian- and bicycle-involved motor vehicle collisions. (For this reason, there is a great deal of consistency from year to year in the jurisdictions with the highest number of pedestrian- and bicycle-involved collisions, with the largest cities – San Francisco, Oakland and San Jose consistently reporting the highest number of collisions.) There are some notable exceptions that may be explained by factors such as travel patterns, demographics and daytime population (workers or students).

- Berkeley, which is the 15th-largest Bay Area city in terms of population, ranks fourth in both pedestrian and bicycle-involved collisions. This likely reflects the high level of walking and cycling in this university-centered community. Berkeley also has a higher daytime population due to the university, which attracts large numbers of students and workers.
- The city of Vallejo ranks 12th in terms of population but fifth for collisions involving pedestrians. Compared to other Bay Area communities, Vallejo has a greater percentage of youth under 18 and a greater share of people living in poverty. Both factors tend to correlate with a higher level of pedestrian activity.

Injury and Fatal Motor Vehicle Collisions Involving Pedestrians And Bicyclists by Bay Area Jurisdiction, 2005

PEDESTRIANS

2005 Rank	Jurisdiction	Total 2005	Annual Average 2000–2004	Rank in Population
1	San Francisco	759	862	2
2	San Jose	323	336	1
3	Oakland	303	311	3
4	Berkeley	98	119	15
5	Vallejo	52	55	12
6	Fremont	51	54	4
7	Hayward	47	69	8
8	Santa Rosa	46	53	14
	Fairfield	46	41	6
10	Richmond	45	53	17

BICYCLISTS

2005 Rank	Jurisdiction	Total 2005	Annual Average 2000–2004	Rank in Population
1	San Francisco	351	335	2
2	San Jose	289	295	1
3	Oakland	139	127	3
4	Berkeley	115	134	15
5	Palo Alto	86	66	35
6	Concord	63	42	11
7	Santa Rosa	57	68	6
8	Napa	48	38	24
9	Hayward	44	45	8
10	Sunnyvale	43	45	10

Sources: California Highway Patrol, California Department of Finance

- Palo Alto ranks much higher in terms of bicycle-involved collisions (fifth) than in population (35th). Palo Alto has a large daytime population due to Stanford University and its residents are more likely than those of other Bay Area cities to commute to work by bicycle, according to data collected by the 2000 U.S. Census.